OU ARE STANDING IN TON DO NOT COLUMBIA MISSOURI HERALD

> JEFFERSON CITY STATE TRIBUNE

The way Barr's are selling dry goods now makes it worth walking downtown to buy them. All our summer goods have had the prices temptingly re-markel. None but the brave deserve the bargains in such crises

TO BE BURIED IN ILLINOIS.

Hidalgo, Ill. The Reverend J. W. Van Cleve, Presiding Elder of the Southern II-linois Methodist Conference, conducted the

supplies of frush and sait meat, bread, coal-ice, milk and butter for the ensuing year for Missouri School for Blind on or before July 7. Specifications as to quantity and Needfications as to quantity and way be obtained from S. M. Green, ntendent, 1877 Morgan street.

Santa Fe and Southern Pacific Have a

San Francisco, Cal., June 29.-The Chron-

Santa Fe roads have perfected a traffic deal that is designed to control effectually all the passenger business in the State of California within the territory of the two companies. The main features of this agreement, according to the Chronicie, are an interchange of tickets to San Joseph Valley points, no Santa Fe passenger trains to Los Angeles and no rate cutting.

One matter that enters as an important factor into the arrangement is the agreement of the Santa Fe to keep out of the Los Angeles business. Although it has a line between here and Los Angeles, by means of which it could connecte for a share of the large and profitable unseement business between the two points, it will place no tickets on sale and will run no trains from here to the Southern metropolis. The Santa Fe officials explain this by pointing out that their line is 100 miles longer from San Francisco to Los Angeles than that of the Southern Pacific.

GALVESTON AND WESTERN. ps Taken to Issue a Half Million Dollars of Bonds.

REPUBLIĆ SPECIAL. Galveston, Tex., June 29.-To-fay the officers of the Galveston and Western Raffway Company met to take the preliminary steps to issue \$50,000 in bonds to be secured by a first mortgage on the road. This action was taken in conformity with a resolution adopted by the stockholders yester-

The proceeds of the bonds are to be ap-The proceeds of the bonds are to be applied to reconstruction, extension of the line and its equipment. The company has authority from the Texas Railroad Commission to issue 500,000 in bonds, and by the time this amount is expended the company expects that the Commission will validate the additional \$20,000, and that the forfeiture proceedings to annual its charter will be dismissed.

ST. PAUL AND DULUTH. Minnesota Commission Gives Notice

St. Paul, Minn., June 29.-The State Rall-Northern Pacific and St. Paul and Duluth | pany. railroads to the effect that after investigating the recent absorbtion of the latter road by the former, they find such absorption and transfer to be illegal and void.

a governing or Executive Committee that will henceforth assume the management of most of the affairs hithers intrussed to the full board. This will obviate the necessity of weekly meetings of the directors. The Governing Committee consists of President C. P. Buntington, D. O. Mille, Charles H. Tweed, John D. Probst and Edwin Hawley, General Auditor George T. Klink, whose headquarters are in San Francisco, has been made assistant secretary.

B. & O. and Automobiles.

It has been arranged so that passengers

on incoming trains can place their orders for cabs with train perters before arriving in Chleage, which will be telegraphed ahead, thus insuring satisfactory service. For outging passengers orders will be taken at Baltimore and Ohio ticket offices.

t Cloth Caskets, First-Class Goods, \$40 and Upwards. OBE STABLE, 1122 CHESTNUT ST.

DEATHS.

BRAGGINS-On Thursday, June 28, 1900, 5 p. m., Emory, aged 52 years 7 months, beloved hus-band of Ella Braggins (nee Hard). neral Saturday, June 26, at 2 p. m. from lence, No. 1220 S. Fourteenth st.

GARRETT-On Thursday, June 25, 1989, at 1:25 p. m., Louisa H. Garrett, wife of the late Judge Silas W. Garrett, in her sixty-sixth year.
Funeral will take place on July 1, at 2 p. m., from family residence, near Cross Keys, St. Louis County, to Lutheran Cemetery, at Black Jack, St. Louis County, Mo. Friends are invited to attend

GREBEL- At St. Joseph, Mo., Thursday even-ing, June 28, 1300, at 8 o'clock, Ida Grebel, widow of George Grebel.

Funeral will take place here Saturday, June 20, at 2 o'clock, from residence, No. 1421 Hick-ory street, to Holy Angels' Church, thence to Calvary.

CHAS WEZLER and NUISE CHAS. WEZLER and WIFE,

RUMSET-At Winons, Minn., on June 28, 1900, Layle M. Rumsey, in the 66th year of his age. Fancul will take place from St. Peter's Church, corner of Lindell boulevard and Spring systum, on Sunday afternoon, July 1, at 3

systems on Sunday afternoch, July 1, at 3 o'clock.

STAMPS On Friday, June 29, 1900 at 8.25 p. Martin Stamps, beloved husband of Alice imps thee Golfrey), and father of Mrs. Mary Rowan, Mrs. Isabell Ahern and Fanole, Williams, James, Stella and Edward Stamps, aged 54 years.

Due notice of funeral will be given.

The State National Bank of St. Louis, June 29, 1900.

It is a sad duty which devolves on us to anhounce to our friends the death of one of our most valued directors.

It levis M. Rumsey was elected a member of St. Louis and severaing.

Cleveland, Columbus, Dayton and Cincinnati delegations, occupying special train of St. Louis not the sevening of St. Louis same evening.

Cleveland, Columbus, Dayton and Cincinnati delegations, occupying special train of St. Louis and evening of St. Louis and evening of St. Louis and evening of St. Louis and the sevening of

APPOINTMENT OF MR, DAVID BOWES.

Made Assistant General Passenger Agent of the Chicago

HEADQUARTERS IN ST. LOUIS.

Another Step in President Felton's Plan of Reorganization-Increased Mileage-General

The Reverend Henry Manifold, who died Chicago and Alton to recognize the imyesterday morning at his home. No. 237 portance of St. Louis as one of the chief Russell avenue, will be buried to-bay at terminals on its system was evinced yester-lay by the appointment of Mr. David Bowes as assistant general passenger agent dethodist Conference, conducted the services at the family home last with headquarters in this city, effective July 1. Circulars announcing the appoint-The Reverend Henry Manifold was to ment were sent out from Chicago and St. rears old. For many years he was a ment



DAVID BOWES. Newly appointed assistant general passenger agent of the Chicago and Alton.

of a well-carned promotion, he having been in the employ of the company for the last twenty-five years. He is one of the man who has risen from the rank and tile of the general passenger department, and his schooling and experience have been such that he is universally acknowledged to-day by Western passenger agents to be second to none in the West. As one of them said yesterday in speaking of the appointment: "Bowes is not only shrewd and knows his business, but he always attends to it himself."

career as office boy in the general passenger and ticket department of the Chicago and Alten at Chicago. He filled every position in that office to which he was nesigned, and finally became chief clerk. When the Chicago and Alton built its own line into St. Paul, Minn., June 29.—The State Rail-road Commission filed notice with the the Western passenger agent of the com-This was during the administration of the elder Charlton, and this story is told of how Mr. Howes for once forgot his

> Mr. Charlton was talking in the general offices one day and made the remark that he must select some one of "the boys" to go to Kansas City as Western passenger

the latter's discomfiture, and after a few momenta' reflection said:

anything the matter, but I'll see."

Mr. Charlton consulted Mr. Chappell, the ar. Charton consulted Mr. Chappel, the general manager, and that official said: "Bowes? I have nothing against him, but he's only a boy."

Bowes got the appointment, nevertheless, and was at that time probably the youngest railroad man in the country holding a position of similar responsibility. It was not long before he was promoted to be general.

eral Western passenger agent in charge of all the territory of the Alten lines west of all the territory of the Alten lines west of the Missouri River.

In 1859 Mr. Bowes came to St. Louis, retaining jurisdiction over the Western territory, previously under his charge, with St. Louis and the Southern and Southeastern country added to it. He has been here continuously since, making his home with his wife and children on Delmar boulevard.

Mr. Bowes's appointment is considered another step in the reorganization of the Chicago and Alton under President Felton's management. Next to Chicago, where the general offices are located, St. Louis is the most important point on the system and for that reason it was deemed necessary that the general passenger ngent's assist-

DEMOCRATIC DELEGATIONS.

dled by the Wabash for the National Demoeratic Convention at Kansas City; Tammany delegation, consisting of 175 ersois, occupying a special train of one imposite car, two dining-cars and six expers, will leave St. Louis at 1 p. m., posite car, two cannot be received the perceived the perce

ston Herald representatives, occupying secial Fullman hotel car "Campania," will ave Boston on June 39, using Wabash line om Indianapolis to Chicago, going thence

Pullman sleepers, will leave Buffalo on July 2 using Wabart line direct to Kansas City. Following are special trains and parties coming into St. Louis via the Vandalla Line:

Arriving Jane 39. Pennsylvania delegation on special train from Pittsburg, six sleepers; going via Missouri Pacific from St. Louis.
Arriving on June 39, special party consisting of Richard Croker, Senators Murphy and Freedman and other prominent Tameracture. and Freedman and other prominent Tammarylice, occuping private car, Going west from St. Louis via Wabash.

Arriving July 2, New acrasy delegation, two special sleeping cars; going west from St. Louis via Missouri Pacific.

Arriving July 2, Indiana delegation, special train of sleepasts and coaches. Going West via Missouri Pacific from St. Louis.

Arriving July 2, Tanimany special, consisting of six sleepers, one composite car and

six sieepers, one composite car and Going west via Wabash from St. Louis.

The Barlinston will handle the following in addition to those already announced:
Georgia delegation, coming from Atlanta via the Louisville and Nashville, will arrive here on evening of July 2 and leave same which:

Cook County Democracy will leave Chi-Cook County Democracy will leave Chicago in special train of Pullman sheepers and dining cars at 2 p. m. July 2 and will go vin Barlington, i.a., and Quiney, III.

The Bultimore and Onle Southwestern will bring in the Griddion Clob of Washington at 855 this evening. The special car will be attached to the Burlington 335 p. m. train. The delegation from Salem, III., the old home of William Jennings Bryan, will arrive here over the B. & O. S.W. at noon on Monday, and leave on the afternoon train of the Wabash.

INCREASED TRACK MILEAGE.

Figures Showing the Amount Laid During the Past Six Months. following figures showing the amount of railway track laid in the United States during the first six months of 1500

The number of miles of new tailroad completed in the United States during the first six months of 1950 exceeds the new mileage for the corresponding period of 1890 it nearly 300 miles. From January 1 to June 30, 1950, there were 1,300 miles of track laid, With a number of these yet to bear from reports gathered by the Railway Age show that not less than 1,551 miles of track have been laid during the first six months of the present year, on 155 lines in ferty-one States and Territories. For the entire year 1899 the new mileage added aggregated 4,5-8 miles, or nearly three and aggregated 4,5-8 miles, or nearly three and the first six months. Assuming a similar ratio for this year, it is apparent that our estimate of 5,000 miles for the first six months. Assuming a similar ratio for this year, it is apparent that our estimate of 5,000 miles for the six months just closing are siven in the following table: were compiled by the Rullway Age:

play	ACH IN ON DUNDHING CT.
Lines, Mill	est i Linea Milea.
	15 New Mexico. 1 145
Arkansas 3 31	
	(50 N. Carolina., 3 28.44
	(49 N. Duhota 1 16
Cotorado 2 11	Othio 2 8.75
Florida 3 2-	O. Ter 9 St.18
	125 Afregon S 45-10
Letables 2 25	iv Fenn ventia II do al
Illinois 4 20	.75 S. Carolina 3 78.76
Indiana 4 28	8. Dukula 2 27.40
Ind. Ter 3 43	Tennessee 4 30.20
	58 Fexus 9 161.59
Leubdama 4 25	Virginia 3 24
	LE Washington 4 Di
Maryland 1 1	W. Verginda. 4 4-
Michigan 4 1.	25 Wisconein 1 3
Minnesota 5 71	31 Wyoming 4 10 61
Minoresippi 8 Int	
Missouri 2 5	Total forty-
Montana 3 30	Chil one Minter
	and Ter. 135 1,654.07
New Jersey, 1 2	
New Astrony, 1 2	

New Jersey. I 2 and Ter. 155 1.63.67

The States showing no additions thus far this year are New Hampshire, Massachastis, Rhade Island, Connecticut, Delaware, Kansas, Nevada and Utah, and in the many quarters it has been favorably compared, two exceptions being New Hampshire and Utah, where some work is in progress. Texas, where legislation has retarded raliway extension for so many years stands first in the list of States, with 160, miles of new road to her credit, Before the close of the year these figures will be materially increased, as at the present time work is in progress on over 25c miles of additional line in that State, much of which will be completed before January I next. This revival in railway building in Texas is due chiefly to the more liberal attitude of the Legislature toward the railways in permitting parent companies to absorb lines already owned, thus doing away with the expense of maintaining separate organizations.

The second State in the matter of new

expense of maintaining separate organizations.

The second State in the matter of new mileage added this year is lowa, where 572 miles of road were built in 1829, and where 1842 miles have been completed since January I. In this State also nearly 39 miles of new line, in addition to that already completed, are under contract, but not all of it will be finished this year. Mississippi has built 164 miles on eight lines, Oklahoma has already added ninety-one miles this year and will soon pass the 198-mile mark. South Carolina has built 79 miles, California 75 miles and Minnesota 72 miles, and farge

To miles and Minnesota 12 miles, and farse additions will be made in each of these States.

A geographical study of the table indicates that there has been comparatively little building in the States located east of the Mississippi River and north of the Ohio River, while the States west of the Mississippi have built 917 miles of new line and the States south of the Ohio and east of the Mississippi Have built 917 miles of new line and the States south of the Ohio and east of the Mississippi 447 miles, making a total of 1,364 miles.

Comparison with previous years makes the outlook for 1890 seem the more encouraging. Not since 1890, when 6,178 miles of track were laid, has there been as much mileage added as the 5,000 miles or more now in sight for the present year, as the

In "Some Prejudices About Life Assur-

			Latel
		In First	In
Year.		Months.	Emtire
1001		1.775	2.752
1992		1.007	4.974
1892		1.014	21655
1894	*********	200	1.548
1886	***********	6:1	1.728
	***********	200	1,646
1897		672	1,500
1995		. 1.181	2,019
1899		- T.260	4,555
	**********	1,694	- MARCON
The total rails	av mileage	of the	United
States to-day is			Cases

struction is in progress on fully 30 different lines, and the end of the year is likely to see a grand total of more than 18,00 miles in operation.

PENNSYLVANIA GIVES IN. Will Erect Elevated Trucks at a Cost

Chicago June 20.-The Pennsylvania Rellroad has notified Mayor Harrison, through its law department, that the company will accept the track elevation ordinance passed accept the track elevation ordinance passed by the City Council on June 18. The acceptance means the elevation of 120 miles of railway track within the city limits of Chicago in the next two years at a total cost of about \$7.090.99.

The work will involve the building of more than a hundred subways. Resides the Pennsylvania road, the Chicago and Alton, Atchison, Western Indiana and Chicago, Madison and Northern are affected by the ordinance.

-For the A. O. U. W. Interstate Jubiles, to be held at Winfield, Kas., on July 17, the Missouri Pacific, St. Louis and San Francisco and Santa Fe will grant a rate of one fare for the round trip from points within 150 miles of Winfield.

J. G. Fry. Southwestern freight agent of the Baltimore and Ohio Southwestern at Ballas. Tex., was here yesterday enroute to New York, via Cincinnati and Pitts-

James J. Hill has secured control of the Northern Pacific, but confirmation of the

Tumor is Secting.

The Lake Shore and Michigan Southern and Pittsburg and Lake Eric have become members of the Mileage Ticket Bureau of the Central Passenger Association.

memoers of the already Local Bureau of the Central Passenger Association.

—H. J. Graham, assistant general freight agent of the Lacke Erie and Western, was appointed general manager of the Lackewanna fast freight lines at a session of the Lackawanna-Nickel Plate roads.

—Recent fluctuations and weakness in Baltimore and Ohio stocks in Wall street have been attributed to a tacit understanding reached by the directors to take no action in common stock dividends this summer. This view of the situation is encouraged by persons very close to the controlling powers in Baltimore and Ohio, Chairman Saloman and President E. R. Bacon of the B. & O. S. W. are still in Europe, and an official statement was made to-day that there would not be a meeting of the B. & O. directors until the first Taursday in August.

In August.

—Among meetings granted rates by roads in the East and Central Passenger Association tetritory are: American Whist League, Ningara Falls, July 3 to 14; Wholesale Sabilery Association, Detroit, July 10 to 13; Independent Order of Good Templars, Berwick Pa., July 17 to 19; Eistedfod, Atlantic City, July 18; International Typographical Union, Milwaukee, August 13 to 18. in August.

to 18.

-F. A. MacDonald, a Cincinnati boy who was a few years ago chief clerk in the Big Four passenger department, when Mr. Deppe was Mr. McCormick's assistant, has tendered his resignation from the service of that road in Indianapolis, to engage in business in Chicago, Mr. MacDonald has been city passenger agent of the Rig Four in Indianapolis for the past three years. He made himself very popular there with officials, and the public. His successor has not yet been appointed.

Most Americans will be pleased at the hearty recognition which Mr. James Lane Alien is receiving here, writes the London correspondent of the New York Times The reviews of his latest books have been without exception of the most flattering character, and a publisher has just an-rounced a complete edition of his writings. Last week's Spectator has a long and sym-pathetic review of his "Blue Grass Region of Kontucky," and there is no doubt that he will be at least as popular here as he is in America. There are people who fancy that Englishmen are slow to recognize the meets of American writers. There could not be a greater mistake. Even Mr. Dooley, who writes so much that is purely American in its allusions, and therefore nearly unintelligible to a foreigner, is widely read and thoroughly enjoyed here, and if I am not very much mistaken it was the English press which first discovered Mr. Crane's "Red Badge of Courage." In point of fact the Landon publisher keeps a sharp lookout for reasiable American books, in the constant hope of finding something that will appeal to the British public. The book that succeeds in America is sure to be re-published here, and even when, like "David Harum," It is not particularly well adapted for transplanting it is sure to fine Earlish readers if it has any merit what ever, "David Harum" made its way rather siowly at first, but it now has a large and steady sale, and when an Euglish publisher is able to announce that a book has sold a hundred thousand copies in America, he feels that he has given it the best possible advertisement.

Mary Cadwalader Jones's "European Travel for Women" is published to-day by the Macmillan Company. The work is not intended to take the pince of ordinary guide books, but is primarily written for the woman of the period who would "do" Europe alone. The registration, the system of hotel management, and the scheme of fees or tips, are fully set forth, and there is a short vocabulary of a number of useful

A new and apparently promising author, Mr. Theodore Burt Sayre, has written a lively romance of the reign of Charles H. which Harper & Bros, have in preparation. It will be entitled; "The Son of Charley-croft." Mr. Sayre has already published a summer sketch, which had a certain vogue among renders of trival literature; he has also written a play or two, which have been produced. A dramatization of "The Son of Charleycroft" has been put on the copyright purposes by Mr.

the Mist" excited considerable comment a year ago, is having a second edition of his "Human Boy" brought out by Harper &

the authoress, who is already widely and has written a whimsical story of New Engfavorably known as the writer of "Perfection City." The forthcoming book is a required of free of fre indicates the joyous, unrestraining life she led in her early youth:

"Last year when walking down the Avenue ; Columbia, de l'Opera in Paris, gazing at the wonder-ful creations in hats and bonnets that William Vincent Byars, the well-kno

well enough and drive cattle like a Fury." Ex-President Cleveland concludes his discursion of "The Independence of the Executive" in the opening article of the July Atlantic. This second paper draws largely

James W. Alexander, president of guitable Life Assurance Company. gives the renders of the July Atlantic a candid and authoritative statement of the principles upon which insurance companies are operated. the Equitable Life Assurance

title of Miss Johnston's romance of early Virginia is one that readly itself to popular paraphrase, and the car-toonists of the daily newspapers, as well as some advertisement writers, have been quick to perceive its effectiveness in this direction and to make use of it. The uses to which it has been put have ranged from service as the title line of a car-toon on the President down to the "catch line" of a department store neivertisement. It is related that a c ild catered the Providence Library a fee days ago and asked for a book for her mother, preferably that novel of Mary Johnston's called "To

" reaches a most interesting situation in the July Scribner's. The speculation is growing as to how Griz'd is going to fare at the hands of this interesting but exasperating young literary gentleman.

The French Exposition is of vast interest The French Exposition is of vast interest at the present moment, and the subject will be treated in a rather novel manner in the Century for July, where eight striking full-page pictures by Castaigne are to appear, without other text than their titles. The artist has seized upon such sallent features of the great show as evening at the Great Gate, the Palace of Electricity and the new Palace des Beaux Arts at and the new Palais des Beaux Arts at night, the Esplanade of the Invalides at night, the Esplanade of the invalues at sunset, etc., while one of the drawings gives a bird's-eye view of the grounds with the car of a balloon suspended in midair above them. Of almost equal timeliness is Richard Whiteing's sixth paper on "Paris of To-day," treating as it does of "Artis-tic Paris," To this essay in description and appreciation the same artist contributes four full-page and several smaller drawings, among the former being a first night at the recently destroyed Theatre Français and varnishing day at the Salon.

F. Frankfort Moore, the English nevellst, has had a particularly interesting career.
At the present time his book, "The Jessamy Bride," is being widely read, and the author has made a small fortune from its royalties. But his start in literature must have been discouraging. "I published thirtyone books," he says, "before the literary public knew anything about me."

Mr. Moore was a journalist in Belfast, and a hard-working one at that, but he manuscript in the leisure to produce, in

managed to find lesure to produce, in twelve years, thirty one books for boys-rattling tales of adventure by land and sea, Though their success was but meager, never lost courage, for he thought he should know quite well when his time came. It arrived with the completion of "I Forbid the Banns," and he recognized it. As he was leaving home for his office one eventhe story was finished, he would resign his position that night and move to London. "Is it as good as all that?" asked Mrs. Moore,

"I think so," replied the novelist; "you might read it." They went to London, but the publish were not so easily convinced as they had hoped. Seventeen firms rejected the book, and it was only after a weary effort that one was found to try it. Yet during the first six months after its publication Mr. Moore's royalties amounted to £1,000.

Years ago Bret Harte wrote a series of stories which he called "condensed novels"

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humorous tales, in which he burlesqued the style, mannerisms and peculiarities of the authors of the day. Mr. Harte has just completed, for The

Saturday Evening Post, a new series of these funny literary carlcatures. Admirers of Conan Doyle should read the adventures of Hemlock Jones in his quest of "The China there is an increased demand at of Hemlock Jones in his quest of "The Harper & Bros." for their two recent books of the Stolen Cigar-Case"; and those who are fond in a point that has been selected by the on the subject: "The Break-Up of China." of Mr. Kirling will find pleasure in "Stories of a dam four miles long and having a Transformation," by Archibald R. Colquisides. of Bleareyed, Otherwise and Mulledwiney-in "Rudelph, the Resembler," the astute reader will find a new version of Anthony Hope's most popular story, and will under-stand how much more complicated it might have been had there been three kings in-

> "The Banker and the Bear; the Story of a Corner in Lard," by H. K. Webster, which was published last week by the Macmillan Company, has just run into its second large edition.

who is called the dean of American letters,

An exceedingly interesting announcement to Missourians and to dwellers of the Southwest is the following notice:

"An American Commoner, or the Life and Times of Richard Parks Bland," is the title of a five hundred-page volume which will be issued July 1, by E. W. Stephens, publisher, Mo. The introduction is by ful creations in hats and bonnets that adorn that theroughfare, I was reminded of my first purchase of a hat. I was given money, sent to the rearest town, and told to 'please myself.' I came back, the proud possessor of a forage cap of the Second Kansas Cavalry, and I wore it, too, with immense satisfaction for a long time. It wasn't exactly a 'sweet thing in bonnets,' but it stood hard work very well.'

She also says: "I could handle horses well enough and drive eattle like a Fury."

William Vincent Ryars, the well-known journalist. The book is to be not merely a ported in which Mr. Bland was a conspicuous figure. The colnage and tariff legislation from 1871, when Mr. Bland entered Congress, until his death in 1896, is discussed at considerable length, and many public men and important events figure in its pages. The trust question is elaborately treated, from the viewpoint of the author, well enough and drive cattle like a Fury." who is a writer of vigorous and picture que English, and who claims the work to be "a study of the times and of the meaning of twenty-five years of American history—no more a partisan book than is Benton's "Thirty Years'," He also adds: "It will be from his own personal experience while a study, not a diatribe; an anaysis, not a campaign document; a searching inquiry now famous contest between the President into the great forces of American progress. and reaction, not a mere enlogy. It will give Bland's great speeches and a complete history of comage legislation since 1873 in

his own words. The Macmillan Company has just iss Mrs. Humphry Ward's book, "Helbeck of Earnnisdale," in a new edition, two volume in one. Mrs. Ward's new story, "Eleanor, new running in the Harper's, has doubtle aroused interest in this, a peculiarly touch-ing story, told with all the artist's touch which the author has at her command.

Mr. John Henton Carter's new book Mr. John Henton Carrier's new boos, "Buffets and Rewards," will appear sometime in the autumn. The story opens in the bitterass region of Kentucky and closes in Louisiana, and its here is a boatman and planter. Mr. Carter is familiar with river scenes and types, and his new book will doubtless reflect something of this knowledge.

Bonham's Cotton Mill.

REPUBLIC SPECIAL REPUBLIC SPECIAL.

Bonham, Tex., June 29.—Work on the cotton mill, to be erected here at a cost of \$150.60c, is being rapidly pushed. The foundation has been laid and the offices building about completed. Contracts have been let for the machinery, which will be placed at an early day.

Happy Women

who have been relieved of painful menstruation by Lydia E. Pinkham's Vegetable Compound, are constantly writing grateful letters to Mrs. Pinkham.

Lydia E. Pinkhem's Vegetable Compound

cured them. It always relieves painful periods and no woman who suffers should be without this knowledge.

Nearly all the ills of women result from some derangement of the female organism. Mrs. Pinkham's great medicine makes women healthy; of this there is overwhelming proof.

Don't experiment. If you suffer get this medicine and get Mrs. Pinkham's free advice. Her address is Lynn, Mass.

DEFENDING THEIR LANDS.

Farmers Will Not Permit the Building of a Dam.

Altoona, Pa., June 29.-Farmers of the cambria Steel Company for the erection of a dam four miles long and having a death of 75 feet at the breast.

The farmers declare the dam will be a menace to public safety and decrease the value of their lands. The property owners below the proposed dam claim they will be in constant danger of a repetition of the Johnstown flood. The clash between the civil engineers and the farmers is expected at any time.



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Sleepy Hollow Resort, South Haven, rich. A first-class family summer resort, situated on the high bank of Lake Michigan. Fine sandy beach, sloping gently into the lake, insuring safe hathling it as golf links, baseball, tennis, cro-quer grounds, swines and a thousand shady nocks. Hops and other entertalnments every evening, Cuisine unexcelled. For particulars ad-dress Sicepy Hollow, South Haven, Mich.

KAYE'S PARK HOTEL. On beautiful LAKE GENEVA, the favoribe ammer resort of Wisconsin, now open. Two hours ride from Chicago via C. & N. W. Ry Excellent table, supplied in abundance with milk, cream and fresh vegetables direct from Park Farm. Write for circulars and further particulars to ARTHUR KAYE.

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HOT SPRINGS, VA. New Hotel Alphin, capacity 150; rates, 2 to \$2.50 per day; \$15.00 per week and upwards L. C. ALPHIN, Proprietor

MECOX INN Water Mill Long Island, near Sou lodern Houses, all improvements, riffin, Owner and Proprietor, THE THORNDIKE, JAMESTOWN,

Delightfully Located on Narragansett Bay,
Opposite Newport,
Extensive improvements; theroughly renovated
new furniture, etc. Open June to October,
P. H. CHESTER & CO. NEW LONDON, CONN.

Pequot House and Cottages. Fort Criswold House. NOW OPEN.

Comfortable, well-kept hotels, patronized by NICE people, offering.
"A DELIGHTFUL COMBINATION OF SEASHORE AND COUNTRY LIFE."
Bathing, yachting, fishing, beautiful macadamized roads for driving and bleycling ample grainess for tennis and croquet, well-appointed soft links. grainis for tennis and croquet, well-appointed golf links.

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SATURDAY SALE. This day at 10:30 o'clock, at our warehou FURNITURE, CARPETS, STOVES, ETC. A. A. SELKIRK & CO., Auctioneers.

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League Park-Championship Series.

ST. LOUIS VS. NEW YORK.

To-Day and To-Morrow.

RACES!

FAIR CROUNDS Turf Congress Stakes To-Day

Racing begins at 2:30 o'clock, rain or Admission, including Grand

7 High-Class Races.

Stand, \$1.90. Concert by Bafunno's Band. UHRIG'S CAVE. SPENCER OPERA CO.
GRACE VAN STUDDIFORD. Prima Donna.
Week Beginning June 24.
The Grand Luchess.

Reserved Seats on Sale at A. A. A. S. S. Lecust, and Osteriag Bros., Washington and Jefferson avenue. MATINEE SATURIAY.
"Daughter of the Regiment" Next Week. DELMAR-SIGHTLY and Sun., Wed. and Sat. Matinees.

E. E. Rice Extrav- EVANGELINE Grand Open-Sir Concert Every Afternoon. Advance sale at Bollman Bros., 1101 Oliva.

EXCURSION STE. CENEVIEVE. STEAMER CITY OF PROVIDENCE

ROUND TRIP-130 MILES-250 **Sunday Family Excursions** TO MONTESANO. City of Providence

Leaves Olive street at 9:30 a. m. and 2:30 p. m. Lesperance street, 9:45 a. m. and 2:45 p. m. Kraus street, 10 a. m. Round Trip 25c. Children Half. VOLLRATH'S ORCHESTRA. Evening Excursions during the week leave 7:39 p. m.

SUBURBAN. we Shows Dally, Rain or Shine-2:30 and 2:20, **SUBURBAN MINSTRELS**

For a pleasant afternoon or evening take WIGH-SPEED INTERURBAN ELECTRIC CARS

ST. LOUIS AND BELLEVILLE TRACTION COMPANY. SUMMER RESORTS.

Summer Resorts. The Republic Bureau.

WINCHESTER INN.
A Figh-class resort; beautiful location; elegang
we hote; a cool spot in "dod's own country,"
se Shenandnah Valley.
CHAS. ST. JOHN, Winchester, Va.

WALDORF-ASTORIA.
ATLANTIC CITY, N. J.
Directly on ocean front, connected with hoard-walk. Capacity 60. Strictly fireproof in every sense. Acme of comfort and luxurioneness. Every appointment. Hot and coid sea and fresh baths; elevators to street. Rooms single and en suite. Dining-room on top floor, overlooking ocean. Special rates to July 20. Booklet. Harry Bothman.

GRAND ATLANTIC HOTEL. Virginia ave. and Beach, Atlantic City, N. 17th year. Capacity 706. Beautifully locat rechestra. Open all year. Terms are reas-ble. Write for booklet. Charles E. Cops. CONGRESS HALL Cape May, N. J. Opens pagements can be made by applying to Charies Walton, chief clerk at Continental Hotel, Phil-delphia, or to R. Halpin, proprietor, Cape May, WOOLTON HALL Atlanta City N. J. Atlantic City's newest and most modern Hotely by Rower appointment.

nilt entirely of brick and absolutely fire-proof, rectly on Beach front, with unobstructed view f ocean.
For terms, booklet, etc., address
A. E. DAVISON, Manager THE WILTSHIRE, Virginia ave. and Beach. Atlantic City. N. J. First-class and modern in every detail. Write for booklet and special spring rates. S. S. PHOEBUS. Formerly of Hygela. Oh! Foint Comfort.

THE PENNOYER, A sanitarium of the Kenosha, Wis. A sanitarium of the better class of people. Laurious accommodations; spacious grounds (75 acres); cool summers; Lake Michigan views and breezes; best sanitary corditions for the sick or well.

Send for illustrated prospectus.

HOTEL STERLING. Ocean End of Kentucky Avenue, Atlantic City, N. J.

The newest and one of the finest appointed hotels on the coast; capacity 300; absolutely fire-proof, built of stone and brick; elevator, electric fights, steam heat; rooms single or ensuite and with hot and cold baths; special rates for July; booklet mailed, W. I. Finch.

KINGSVILLE, ONTARIO. On north shore of Lake Eric, an hour's ride from Detroit; the most beautiful Summer Resort on the Great Lakes, Nine-hole golf links, bath-ing, boating, fishing, etc. Superior accommodations. Popular prices, Is now open.

For illustrated booklet, terms, etc., address the proprieturs, John F. Antindel & Co.

ST. LOUIS PROVIDENT ASSOCIATION LAUNDRY 1736 N. THIRTEENTH ST.

and Alton.

Funeral Services of the Reverend Henry Manifold,

The Reverend Henry Manager and St. The Reverend Henry Manager at the Southern Himois Methodist Conference. He was retired in 1883, at which time he came to St. Louis. A widow and three daughters, two of whom are married. Scaled bids will be received for furnishing

PACIFIC COAST DEAL.

Traffic Agreement. icle says that the Southern Pacific and Santa Fe roads have perfected a traffic deal

of Illegality of Transfers.

Southern Pacific Committee. San Francisco, June 29.—The directors of the Southern Pacific Company have named governing or Executive Committee that will beneeforth assume the management of

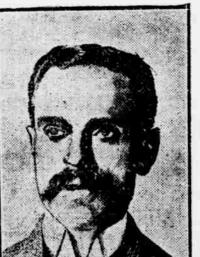
Pimples and Freckles on Face.

The Baltimore and Ohio Raifroad will establish on July 1 electric automobile cab service in Chicago for the accommodation of passengers to and from the Grand Central Station. The cabs will carry the name of the Baltimore and Ohio Raifroad, and will be in charge of experienced uniformed motormen. The rates will be very reasonable.

SPECIALTIES. LOUIS C. BONLE LIVERY CO. UNDERTAKERS AND EMBALMERS.
Carriages. \$3.09 Hearses \$6.00

Railroad Notes.

The policy of the new management of the



usual modesty in advancing his own in-

"What's the matter with me, Mr. Charlten?" Bowes asked impulsively.
The old gentleman jumped from his seat, Fixed up the young chief clerk, much to "You? Well-I don't know that there is

for that reason it was decimed necessary
that the general passenger agent's assistant should retain his headquarters in this
city. The new offices of the Alton in the
Currecton building, at Sixth and Olive
streets, will be ready for occupancy soon.
No expense has been spared in fitting up
the first floor, where one of the handsomest
railroad ticket offices in the West will be
located. Mr. Bowes will then be the subject of double congratulations.

List of Some That Will Pass Through St. Louis. The following special parties will be han-

John L. Shea, Commissioner Bridges, New ew York, and private party will leave ew York City July I, using Wabash from uffele through to Kansas City via Manuifrom Indianapolis to Chicago, going thence-direct to Kansas City.

Shelbyville, Ind., and Indianapolis party, occupying special train of Pullman compart-ment car and four sleepers, will arrive in St. Louis via Big Four evening of July 2, proceeding immediately over the Wabash to